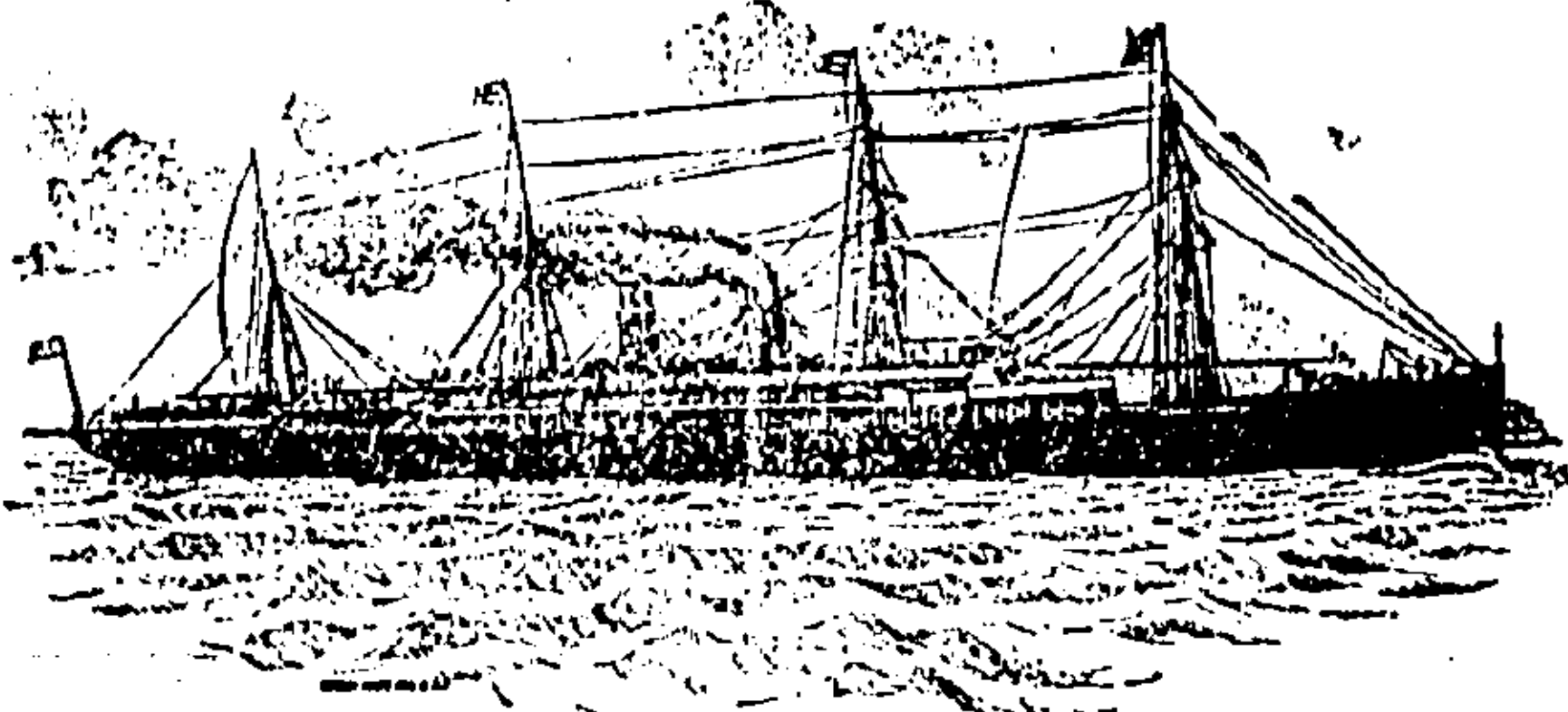


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U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"SIBERIA"	11,284 Gross Tons..	SATURDAY, 13th February, at Noon.
"COPTIC"	4,352	TUESDAY, 23rd February, at Noon.
"KOREA"	11,276	THURSDAY, 10th March, at Noon.
"GAELIC"	4,205	SATURDAY, 19th March, at Noon.
"CHINA"	5,060	TUESDAY, 5th April, at Noon.
"DORIO"	4,784	

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Company's Steamship "SIBERIA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 13th February, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting R. R. ways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

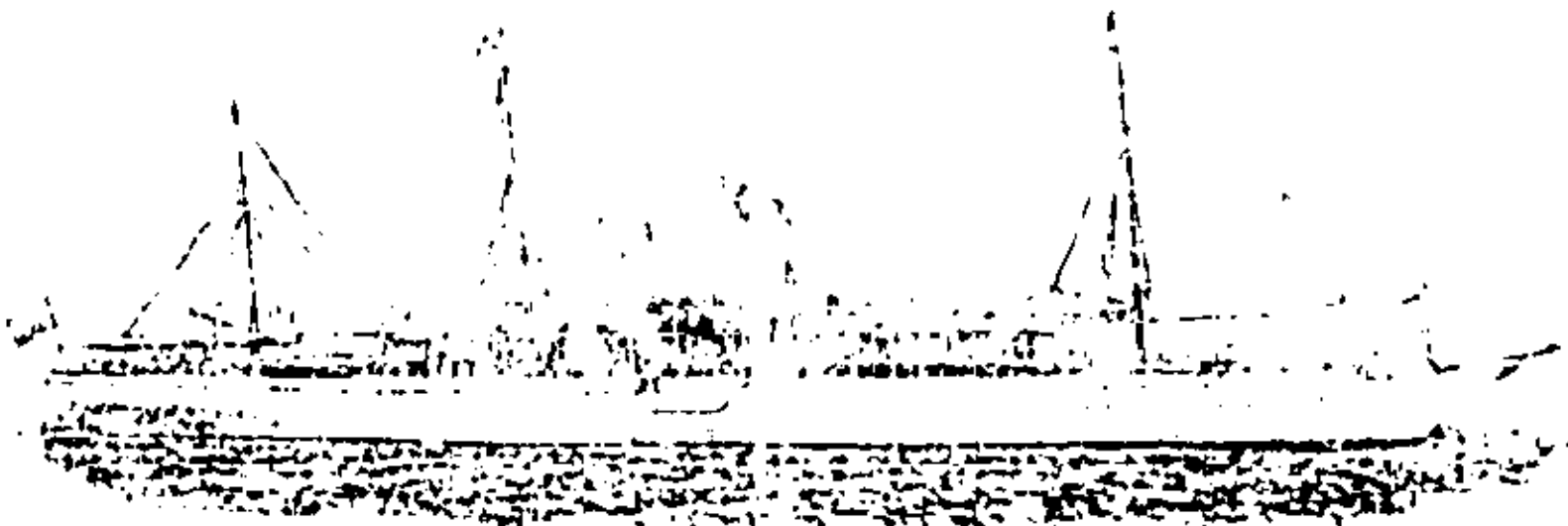
The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific. Sailings positively on schedule date.

For further information as to Passages, Freight, apply to the Agency of the Companies, Queen's Building.

J. STUART THOMSON, Acting Agent.

Hongkong, 29th January, 1904.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed to Knots. PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF INDIA"	6,000 Tons	WEDNESDAY, 10th February.
"TARTAR"	4,425	WEDNESDAY, 24th February.
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, 9th March.
"EMPRESS OF CHINA"	6,000	WEDNESDAY, 23rd March.
"ATHENIAN"	3,882	WEDNESDAY, 6th April.

Hongkong to London, 1st Class via St. Lawrence £60. | via New York £62. |

Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40. | £42. |

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

PASSENGERS Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

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HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passengers
WURZBURG	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and PENANG.)	31st January.	Freight.
ALESIA	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	9th Feb.	Freight.
Schönfeldt	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	27th Feb.	Freight.
C. FERD. LAEISZ	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	8th March.	Freight.
Sithonia	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	22nd March.	Freight.
SAMBA	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	5th April.	Freight.
Schmidt	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)		
ANDALUSIA	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)		
v. Döhren	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)		

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

No. 1, Queen's Buildings.

Hongkong, 28th January, 1904.

GO TO THE KOWLOON HOTEL, KOWLOON.

J. W. OSBORNE, Proprietor and Manager.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363 tons	Captain H. D. Jones.
"POWAN"	2,338	G. F. Morrison, R.N.R.
"FATSHAN"	2,260	A. W. Dixon.
"HANKOW"	3,073	C. V. Lloyd.
"KINSHAN"	2,860	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), and at 5.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNG SHAN"	1,998 tons	Captain W. E. Clarke.
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Departures from Hongkong to Macao on week days at 2 P.M. and on Sundays at 12.30 P.M.

Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	219 tons	Captain T. Hamlin.
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"	388 tons	Captain B. Branch.
"NANNING"	369	C. Butchart.
"TAK HING"	618	R. D. Thomas.

Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 25th January, 1904.

JAVA-CHINA-JAPAN LINE.

HEAD AGENT: R. BISSCHOP,

3, DUNDRELL STREET,

HONGKONG.

REGULAR FOUR-WEEKLY SERVICE BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAPAN.	First half of February	SPORE, JAVA PORTS and MACASSAR.	First half of February
TJILATJAP	JAVA PORTS via MACASSAR.	Do.	SHANGHAI and JAPAN.	Do.
TJIMAH	Do.	Second half of February	Do.	Second half of February

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE AGENTS, THE HOLLAND-CHINA TRADING CO.

Telephone No. 201, Hongkong, 13th January, 1904.

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL

ATTENTION.

FULL LINE OF SUPPLIES

ALWAYS IN STOCK.

C. W. CLARK, No. 4, ICE HOUSE STREET, Between Queen's Road and Des Vaux Road.

LADIES' SPECIAL TOILET ROOM

40] PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE, QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES. Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator. Hot and Cold Water throughout. Special Rates for Tourists. Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

LEVY HERMANOS.

JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

40, QUEEN'S ROAD, Watson's Building.

50] PRICE MODERATE—CONSULTATION FREE.

Next to the Hongkong Dispensary, 50, Queen's Road, Central.

Hongkong, 5th January, 1904.

50] TSU FAN DENTIST.

PRICE MODERATE—CONSULTATION FREE.

Next to the Hongkong Dispensary, 50, Queen's Road, Central.

Hongkong, 5th January, 1904.

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN

ICE-HOUSE ROAD.

Now in a position, in his New and Con-

spicuous Premises, to eclipse, as heretofore,

ALL PHOTOGRAPHIC ART PRACTICED

in the Colony or in any part of the Far East.

GROUPS AND VIEWS

a speciality.

Hongkong, 22nd September, 1903.

155] THE AMERICAN SYSTEM

OF DENTISTRY.

DR. M. H. CHAUN,

27, DES VEAUX ROAD CENTRAL, HONGKONG,

From the University of Pennsylvania, U.S.A.

Hongkong, 2nd January, 1904.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 614 ft. Width of entrance, top 85 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 508; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[G]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 66.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[3]

THE HONGKONG ROPE MANUFACTURING CO., LIMITED.

THE TWENTIETH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held in the COMPANY'S OFFICES, No. 14, Des Vaux Road, Victoria, on SATURDAY, the 6th February, 1904, at 11 A.M., for the purpose of receiving Statement of Account and the Report of the General Managers for the year ending 31st December, 1903, declaring a Dividend and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, the 3rd February, to SATURDAY, the 6th February, both days inclusive.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 18th January, 1904.

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THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-FIFTH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the OFFICE of the Company, No. 18, Bank Buildings, Queen's Road Central, on SATURDAY, the 6th FEBRUARY, at 12 o'clock NOON, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the Appointment of a Director and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 23rd January to the 6th February, inclusive.

By Order of the Board of Directors, T. ARNOLD, Secretary.

Hongkong, 16th January, 1904.

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HONGKONG JOCKEY CLUB.

NOTICE.

FROM This Date and until after the 25th FEBRUARY next HORSES and/or PONIES not entered for the FORTHCOMING RACES will not be allowed on the RACE or TRAINING COURSE between the Hours of 6 and 8 A.M.

Members may exercise unentered Horses or Ponies after 8 A.M. on the Training Course.

By Order, T. F. HOUGH, Clerk of the Course.

Hongkong, 18th January, 1904.

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WAR DEPARTMENT CONTRACTS.

TENDERS will be received at the HEAD QUARTERS OFFICE, Fletcher Street, until 12 o'clock NOON, on MONDAY, 15th FEBRUARY, 1904, for the Undermentioned SUPPLIES and SERVICES, for the PERIOD of TWELVE MONTHS from 1st APRIL, 1904.

1. Hospital Supplies and Medical Comforts.

2. General Supplies and Provisions.

3. Coal, Wood, Oil, Scavenging, and other Barrack Supplies and Services.

4. Washing.

5. Transport Services, (Supply of Launches, Junks, Coolies, &c.)

6. Forage.

Forms of Tender, and any Particulars can be obtained on Application to this Office either Personally or by Letter, addressed to the OFFICER COMMANDING ARMY SERVICE CORPS, between the Hours of 10 A.M. and 4 P.M.

The Tenders must be properly filled up, signed and dated, and no Tender will be noticed unless delivered upon the proper Form at the HEAD QUARTERS OFFICE by 12 o'clock NOON on the above Date, in a Closed Envelope, marked "TENDER" on the outside.

The Right to reject any or all Tenders is reserved.

Head Quarters Office, Hongkong, 25th January, 1904.

[165]

JUST LANDED.

A FRESH Consignment of MILK MAID BRAND SWISS MILK.

Per Doren Tins 5-70 and 23 cents a Single Tin.

H. RUTTONJEE, No. 5, D'Aguiar Street, and 36 to 38, Elgin Road, Kowloon.

Hongkong, 24th January, 1904.

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HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

THE EIGHTEENTH ORDINARY ANNUAL GENERAL MEETING OF SHAREHOLDERS of the above Company will be held at the REGISTERED OFFICES of the Company, 38 and 40, Queen's Road Central, on WEDNESDAY, the 10th FEBRUARY, 1904, at NOON, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1903.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to the 13th February, 1904, both days inclusive.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 28th January, 1904.

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THE PHILIPPINE CURRENCY

AND THE LOCAL BANKS.

(Continued from Wednesday.)

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
Manila, 18th January.

The Honourable Members of the U. S. Philippine Commission.

Gentlemen,—In the newspapers of 14th instant appears the text of a proposed new law regarding the continued use of Local Currency. Before commenting on the proposed Act, I beg leave to lay before the Commission reasons which tend to show that the proposed legislation against the use of local currency is much premature, and based upon an erroneous and evidently pessimistic view of the progress made by the new currency.

It was only on or about 20th July last that the Philippine Peso was in existence as far as the public were concerned. On that date the four Banks, each of whom held half a million, were authorized to emit part of same. Before however that permission could be effective it was necessary that the public should come and buy. This they did not do except in trifling amounts, nor could it be expected that they should. The retail houses, mostly American and Spanish, and private individuals, mostly American officials, who kept their finances on a gold basis, were in the habit of using U. S. paper, and could hardly be expected to give that up for silver coins as heavy as the Mexican. In fact they usually flatly refused to change their U. S. Currency accounts to P. Pesos. Only at end of October last were P. Pesos silver certificates issued, which gave those who had hitherto used U. S. Currency, and the increasing number of retailers who were on a gold basis, an inducement to use the new coin.

During the later months of last year great progress has been made in its use, as far as Banking business in Manila is concerned. A large proportion of the loans, overdrafts, and fixed deposits are in that currency, and the current account work in that money is increasing daily. The Government can easily satisfy themselves on that point by comparing the figures of the quarterly statements furnished by the Banks to the Government for 30th September, and 31st December last. Speaking for this Bank an increasing proportion of foreign exchange sold is paid for in P. Pesos.

Another very important change has taken place in the past year, viz. about fifteen million Mexicans have left the Islands voluntarily without working hardship or loss on anyone. The rice prospects of the Islands this year are fortunately much more favourable, but there is no reason to suppose that a good many more millions of Mexicans will not be exported against rice importations. Also the prospects of war between Japan and Russia form a very real factor in the situation. Should war take place, Mexicans may be expected to go to a premium over P. Pesos and of course leave the Islands.

Another important step was taken on 14th inst. when the import of Mexicans was prohibited. This course was recommended in writing by the four Exchange Bank Managers on or about 5th July last, besides on numerous occasions verbally before and since that date. However, as was stated by the Government at the delay, the current having been outward all 1903 and legislation might possibly have tended to check it.

It would be reasonable to consider that all the above preliminary work could be considered satisfactory, even if a new Currency scheme had been in operation since 20th July last, but I beg to emphatically state that until and January last (1st of January being a holiday) there was no scheme in operation. Only on 31st ult. when it was announced that from 1st inst. Spanish Filipino coins would be exchanged at 1-2 can it be said that a working although incomplete currency scheme was before the public.

These Islands contain over 800,000 people. Roads are exceedingly bad, even four miles from Manila. There is only one short railway. Consequently communication between the various towns and villages, except those on the sea coast is difficult, and probably the bulk of the people never leave their own provinces. Notwithstanding this there are a large number of civilized people of fair means, spread in well built pueblos all over the Islands. The local currency circulating in the different Islands is officially estimated at 1 believe Spanish Filipino coins \$14,000,000 and Mexican \$15,000,000. The bulk of these people expected to get the new coins given them by the Government at par both for Mexicans and Spanish Filipino coins. On 13th August 1st the Government announced positively that it would not redeem the Mexicans. This made many people still more of opinion that the Spanish Filipino coins would eventually be taken over at par, and no definite pronouncement was made by the Government until 31st ult.

Therefore 2nd. January was the first day that the people have any inducement to get on a gold basis. How could people in Manila, Iloilo or Cebu with Local Currency funds, be expected before then to go into the open market and changed with Banks or Chinese, and at a heavy discount, their holdings of local currency into P. Pesos, when they had a strong hope of getting it from the Government later on. Not only had they the hope, but it is a question if they were not right to expect it. The Spanish Filipino coin and Mexican dated before 1877 were the money of the Country before the American occupation, and the new Mexicans were imported strictly by definite written permission of General Oles, and subsequently by tacit permission of the Civil Government. Not only so imported, but used and paid out by said Government, which accumulated enormous hoard in its Treasury, and in the two Banks then existing. Further these two Banks were subjected to opprobrium at the time of the Boxer troubles in North China, for supporting said new Mexicans, and later on such exportation was subjected to prohibitive taxation.

The Mexicans in the Islands, many of which are dated before 1877, are morally, and probably legally, just as much the money of the Country as the Spanish Filipino coins, and entitled to just as good treatment. The Government of the Straits Settlements is giving its new dollar at par for Mexicans as well as for British Dollars.

Thirteen days after the earliest date at which it has been possible by official means to change even \$5.—Spanish Filipino Currency into P. Pesos, a draft Edict is published of Chinese severity. This act proposes that six months after the Government may be conceded to have launched their incomplete scheme, the outstanding Spanish Filipino coins, and Mexicans then in the hands of the people, will be subject to partial confiscation. It is true that since 1st January it has been possible for the public to change their Spanish Filipino coins with the Government, but on most days at very much worse than the market rate.

For the Mexicans not even that is conceded, and the interior native will have to dispose of his coins, if he is able to at all to itinerant Chinese at ruinous rates. Such an Act put in force so soon would be equivalent to depriving a man of his property with due process of law.

In view of the above I strongly urge that the consideration of the proposed Act be postponed for at least six months. By that time it will be known whether an export of Mexicans has taken place or may be expected, this year. If such should be the case, it would help on the situation by natural means, without loss, inconvenience, or harm to anyone. Also by that time it is probable that the bulk of the Spanish Filipino coins will have been redeemed. As to what proportion of them will be retired, largely depends upon the Government rate of conversion. When these latter coins no longer figure to any extent in local currency, and the latter practically consists of Mexicans, it will be easier to deal with Local Currency. At present any drastic legislation levelled at Local Currency in general, but at Mexicans in particular, would be very likely to cause one of these coins to go to a varying premium over the other. Anything of that sort would cause very great inconvenience and trouble, and retard rather than help matters.

To those who urge the speedy passing of the proposed law in deference to the largely fictitious outcry about the alleged "currency muddle" it may be said that there is nothing now to prevent such persons in Manila, Iloilo or Cebu from putting their finances on a P. Peso basis and keeping them there.

What has been the very greatest hindrance to the circulation of the new currency, has been, and still is, the impossibility of getting full value for it, in so very many cases it having to be paid away as equal to the same number of Mexicans. The action of the Government re Local Currency salaries, and taxes, has not tended to solve that phase of the difficulty. That is another reason in favour of postponing for at least six months the consideration of the proposed new law. By that time the difficulty above mentioned may have largely disappeared to the great encouragement of the use of the new currency.

As I am aware that all suggestions from the Banks are looked upon as interested, I would here remark that the money this Bank holds is against its liabilities, and is not private capital. After collecting our advances, and paying off our local currency liabilities we should be square.

The only statesmanlike way to solve the currency question, is to change all the local Currency in the Islands for P. Pesos at par, giving a time limit of say six months for the operation. Any currency not changed by that date to be taken over at its bullion value. The cost of freight and recoinage, on the loss caused by the low finances of the Spanish coins could very properly be met out of the general revenue of the Islands, and if necessary corresponding economies in other directions could be effected.

Very respectfully,
T. F. SAMSON.
GUARANTY TRUST COMPANY OF NEW YORK.
January 17th, 1904.

1. On general grounds I think the proposed bill is unjust and unfair. I am still of the opinion I have previously expressed that Government should follow the precedent of every civilized country and redeem the local currency by giving one unit of the new for every unit of the old.

Both Mexican and Spanish-Filipino coins should be redeemed and treated equally. The bulk of the Mexicans now circulating were imported during the last five years, some directly by the American Government, and the Civil Government has treated them in its business dealing with the public and the banks being of equal value and interchangeable. For some time Government prohibited the exportation of Mexicans.

2. Further, I think the bill is as yet uncalled for. It was only on January 1st. (a fortnight ago) that Government made any offer to redeem any portion of our local currency, and even then the offer was not as favourable as could be obtained and is obtainable in the open market at Manila. At the present moment there must be many districts of the archipelago where the Government proposal has not yet been heard of, and before the news reaches them this scheme to confiscate and render valueless (for that is what the Bill practically means) the money in the hands of the people, is made public. It must be remembered that the banks and merchants of Manila and other ports can protect themselves: it is the natives of the provinces (and especially the poorer ones) who will be the sufferers.

3. The time given is too short. The money circulating in the provinces consists entirely of coin and in the five months remaining before June 30th it will be impossible for the people to change all their holdings.

There are banks at only three points, and outside these places the only means of changing money is through the local storekeepers (almost all of whom are Chinese) who will buy the Mexican coin at any price they choose and deduct the full amount of the tax at once.

Many of the depositions of the banks are scattered in foreign countries and will not hear of this proposed legislation until it is too late to change their deposits in time to avoid the tax.

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, ON MONDAY, the 1st February, 1904, at 3 P.M., alongside DOUGLAS STEAMSHIP CO.'S WHARF, ONE STEAM LAUNCH, Bull of Teakwood in 1901.
Length.....81 feet.
Breadth.....13 ft. 6 in.
Depth.....6 ft. 8 in.
Condensing Engines.....6 ft. by 18 ft. by 6 ft.
Draft.....5 ft.
Boiler.....8 ft. by 6 in.
TERMS—As usual.

HUGHES & HOUGH, Auctioneers.
Hongkong, 27th January, 1904. [176]

Intimations.

THE ROBINSON PIANO CO. LTD.

HONGKONG, SHANGHAI, SINGAPORE.

CABIN PIANOS AND BABY ORGANS GUARANTEED FOR CLIMATE.

THE NEWEST RAG TIME MUSIC and BOOKS.

VICTOR TALKING MACHINES

REPRODUCTION OF THE HUMAN VOICE

SHIPS PIANO PLAYERS \$450

CASH CREDIT

Hongkong, 6th January, 1904. [139]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 37 lbs. net \$4.75 ex Factory.
In Bags of 25 lbs. net \$2.85 ex Factory.
SHEWAN, TOMES & CO., General Managers.
Hongkong, 15th August, 1903. [10]

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR AND GENERAL COMMISSION AGENTS.

16, DES VŒUX ROAD CENTRAL, HONGKONG.
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAUEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.
Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.
EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.
Hongkong, 15th December, 1903. [2]

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.
PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.
Special Prices for Quantities.
Sole Agents—SIEMSEN & CO.
Hongkong, 10th January, 1904. [14]

DENTISTRY.

SUI SANG, (Lately Practising with Dr. I. SAKATA), DENTIST.
No. 26, Connaught Road Central.
Hongkong, 9th February, 1904. [17]

Consignees.

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"GERA" of the NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 A.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 1st February, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 1st February, at 9.30 A.M.

All Claims must reach us before the 6th February, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hongkong, 23rd January, 1904. [3]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"C. FERD. LAIESZ" Captain Sachs, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 30th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 23rd January, 1904. [164]

S.S. "YARRA."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Mido* and *Ortega*, and from Bordeaux, ex s.s. *Ville de Lorient*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, the 27th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining undelivered after WEDNESDAY, the 3rd February, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 3rd February, or they will not be recognised.

All damaged packages will be examined on WEDNESDAY, the 3rd February, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 27th January, 1904. [9]

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamship

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY.

Goods not cleared by the 2nd February, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 27th January, 1904. [14]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG" having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after FRIDAY, the 29th instant, at 4 P.M., will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, 28th January, 1904. [184]

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER, *Hongkong Telegraph* Co., Ltd.

Hongkong, 30th September, 1903.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
AKI MARU* J. W. Ekstrand	{ VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 9th Feb., at 4 P.M.
KAGOSHIMA MARU* K. Kori	{ BOMBAY, VIA SINGAPORE and COLOMBO	TUESDAY, 16th Feb., at Noon.

* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between MOJI and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA
Manager.

Hongkong, 27th January, 1904. [5]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"BENGAL" Captain G. Phillips, carrying His Majesty's Mails, will be despatched from this for BOMBAY, TO-MORROW, the 30th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 29th January, 1904. [14]

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.	Tons.	Captains.	1904
<i>Olympia</i>	2,837	A. Dixon	Feb. 11
<i>Shawmut</i>	9,605	W. M. Smith	Feb. 19
<i>Tacoma</i>	2,812	M. Ridley	Feb. 26
<i>Victoria</i>	3,502	J. Truebridge	Mar. 16
<i>Trenton</i>	9,605	T. W. Gardick	Mar. 25
<i>Olympia</i>	2,837	A. Dixon	April 27

† Cargo only.

Steamers marked (*) have no second-class passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further Information as to Freight or Passage, apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 16th January, 1904. [12]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & CO., Agents.

Hongkong, 28th May, 1904. [15]

Masonic.

ZETLAND LODGE.

No. 525, E.C.

A REGULAR MEETING of ZETLAND LODGE will be held at the FREE-MASONRY HALL, Zetland Street, on MONDAY, the 1st February, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 16th January, 1904. [169]

Notices of Firms.

UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept RISKS against FIRE at CURRENT RATES.

SIEMSEN & CO.
Hongkong, 1st January, 1904. [97]

NOTICE.

THE PARTNERSHIP hitherto existing between Myself and Mr. JOHN HASTINGS having been dissolved by effluxion of time, my Business will in future be carried on under the Firm Name of DEACON, LOOKER and DEACON.

VICTOR H. DEACON.
10, QUEEN'S ROAD,
Hongkong, 1st January, 1904. [68]

Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D' Hôte at Separate Tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 22nd October, 1903. [91]

To be Let.

TO LET.

A HOUSE in KNOTSFORD TERRACE, KOWLOON.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Intimations.

WATSON'S
SEASONABLE
SPECIALITIES.

WATSON'S BALM OF ANISEED

Gives immediate relief and quickly cures all cases of Cough both in Adults and Children.

WATSON'S WHITE EMBROCATON.

Sportsmen will find this a first-rate remedy for Sprains and Bruises. In cases of Rheumatism, Chest affections and pains in the limbs, its application has a most soothing and comforting effect.

WATSON'S OTTO OF ROSE COLD

CREAM is a pleasant cure for Chapped Lips and Rough and Chafed Skin, so often experienced in the cold weather here.

A. S. WATSON & Co.,
LIMITED.

SOLE PROPRIETORS.

MANUFACTURING CHEMISTS.

ESTABLISHED A.D. 1841.

Hongkong, 23rd January, 1904.

TELEPHONE NO. 156.
CABLE ADDRESS: "WATSON," HONG-KONG.
A. B. C. CODE, 4th EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣
17, QUEEN'S ROAD.FURNITURE
DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC
DEPARTMENT.
DEVELOPING and PRINTING
UNDERTAKEN FOR AMATEURS.
GOOD WORK.

PROMPT RETURN.

Hongkong, 8th January, 1904.

CARMICHAEL AND
CLARKE,
CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.
A. B. C. Code, 4th Edition.

Liebert's Standard Code.
TELEPHONE, 232.
Hongkong, 20th March, 1903.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

NOTICE.
All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.
SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$13 per annum.
The rates per quarter and per annum, proportional.
The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.
Single Copies Daily, ten cents; Weekly, twenty-five cents.

BIRTH.
On 25th instant, at 8, Chefoo Road, Shanghai, the wife of G.W.O. S. BURGESS, of a daughter.

The Hongkong Telegraph

HONGKONG, FRIDAY, JANUARY 29, 1904.

ENGLAND AND THIBET.

Lord Curzon, the present Viceroy of India, was well known to the public as a distinguished traveller, a brilliant and authoritative speaker on colonial questions in the House of Commons, and a wise administrator of our Indian Empire; but, in addition to his past services, by his recent policy with regard to the Persian Gulf and Thibet, he has proved himself to be a far-seeing and enlightened diplomatist. Not least amongst the causes which have proved conducive to the success of his policy is the admirable secrecy which has been preserved, until the eleventh hour, concerning each diplomatic measure, fraught with weighty importance to Britain's interests in the countries bordering on our Indian Empire. So it was that such a movement, as our present action in Thibet, came as a complete surprise, not only to the world in general but also to a nation who has actively intrigued, for years past, to make her influence predominant at Lhasa. In this respect, the following details with regard to our past relations with the Land of the Lhamas are worthy of notice. In 1893, the British and Chinese Commissioners, with a view to encouraging commercial relation between the two countries, drew up certain regulations which, it was supposed, would secure that result. However, the Thibetan authorities, though openly consentant to this arrangement, took secret measures of such a nature as to effectually obstruct all trade routes over the Himalayas, and virtually destroy all commerce with India. The Indian correspondent of one of our home papers states that it is believed the Chinese Government have washed their hands of the Lhamas and refuses any responsibility for their doings. The new Amban, who was appointed when the trouble began and was ordered to leave Peking at once for his post, has so loitered on the way and taken such a roundabout road that, according to the last accounts, he was still at Tachien-Lu, in Szechuan, on the borders of Thibet. He evidently wanted to have the trouble over before he appeared on the scene. The Lhamas, in fact, had got out of hand, so far as the Chinese are concerned, and although Chinese good advice is promised they can exercise no physical pressure in Lhasa. But it would not be surprising if the authorities in Peking had, nevertheless, required as a price of their good offices in Lhasa an undertaking that no part of Thibet shall be permanently annexed or occupied, by the British. If an arrangement cannot be made at Gyantse in the spring, then probably that town will also be occupied and an advance made on Lhasa. To show the slight hold the Chinese now have on the Lhamas, it is stated that when a Lhamas was sent from Lhasa last July to Khamba Jong to meet Colonel Younghusband he was, as usual, accompanied by a representative of the Chinese Amban to advise and control him. But the Lhamas, in the most open and public way before the British officers, flouted and insulted the Chinese official, who was obliged to confess that he could do nothing with the Thibetan, and forthwith took his way back, the negotiations coming to nothing. In August last, Lord George Hamilton stated that, for the last five years, the average annual value of our trade with Thibet was only £115,000; an amount very far below that which is estimated could be attained, were vexatious restrictions removed. In addition to this difficulty, disputes have arisen concerning the grazing rights on the Sikkim border, and there are several instances of the non-observance of the frontier line as defined by the Convention of 1893. These are apparently the several reasons that have enabled the British Government to operate a small but important flank movement at a most opportune time, since Russia, who would have forestalled us in Thibet, is menaced by a formidable frontal attack by Japan. There can be little doubt that this move, due most certainly to the keen diplomatic foresight of Lord Curzon, has already had a decided influence upon affairs in the North.

LOCAL AND GENERAL.

THE King has telegraphed to Sir Charles Egerton his great satisfaction at the successful action with the dervishes and his regret at our losses.

DURING the two months of the football season in America nineteen persons have been killed, thirteen permanently injured and one driven insane.

THE Superintendent of the Eastern Extension, Australasia and China Telegraph Co. informs us that normal communication with India and with Europe via Eastern was re-established late last night.

A DANCE will be given by the R.A.O.B. King Edward VII Lodge on Saturday evening, to which members and their friends will be invited. The function will take place at the Lodge, No. 1, Queen's Road East.

ACCORDING to a telegram in the *Echo de Chine*, Attorney General Boudonin has supplied the Criminal Chamber of the Court of Appeal with the requisition concerning the demand for a revision of the Dreyfus affair.

THE new Russo-Chinese Bank building in Tientsin which was burnt down at midnight on 20th instant was insured for £15,000 in the Lancashire Fire and Life Insurance Co., and for the same amount in the London Assurance Corporation, £15,000 in all.

By kind permission of Major Radcliff and officers of the 93rd Burma Infantry will play at the Hongkong Hotel to-morrow Saturday evening from 8 to 9.3 p.m.

PROGRAMME.
March—The King's Birthday—Pitt.
Overture—The Ring and the Book—Rossini.
Selection—The Grand Mogul—Anders.
Selection—The Ring and the Book—Anders.
Intermission—The Ring and the Book—Anders.
Selection—The Ring and the Book—Anders.
Vocalists—The Ring and the Book—Anders.
Dance—The Ring and the Book—Anders.

TO-MORROW afternoon on the Happy Valley the Hongkong Football Club will play H.M.S. Albion under Rugby rules. Kick-off at 4 p.m. The Club will play in stripes. The following will play for the Club:—Lieut. G. S. Macdonald, full back; W. R. Robinson, S. O. Else, A. N. Oiler and R. A. Whitmore, three-quarters; J. P. Jordan and A. G. de Veuille, halves; E. R. Hallifax, Lieut. Stover, H. E. Rowley, Lieut. Richards, Lieut. Rogers, C. H. Newman, W. A. Crake and H. F. Chard.

SOLDIERS AND SAILORS' HOME.

EXTRACT FROM REPORT AND FINANCIAL STATEMENT FOR 1903.

This Institution is doing increasingly good work. Popular with the men at the beginning it is more so to-day than it ever was. Thousands of men frequent it during the course of a year. Last year 16,500 beds were let—an increase of 1,000 compared with the previous year. Although controlled by the Wesleyan Church the "Home" is thoroughly catholic, being held in trust "for all men wearing the King's uniform irrespective of creed." It is worked entirely for philanthropic purposes and not in the interest of any church. The "Home" is frequented by Americans, Germans, Frenchmen, etc., when ships of war belonging to these nations are in this harbour. Considerable improvements have been effected during the year. The substitution of wooden floor instead of tiles in the Bar and Reading rooms has added much to the comfort. Marble tables in the bar-room and plastering the walls of the reading-room are among the improvements and additions that make the establishment more worthy of the good name it bears.

These various improvements have cost over eighteen hundred dollars. An out-standing furniture bill of nearly one thousand dollars has been paid and four hundred and fifty dollars worth of new furniture added.

It must be satisfactory to the many friends of this "Home" in the Colony to know that after doing all this we close the year with a balance of \$304.54. But do not let it be understood that the Home is yet complete. There are urgent and necessary works that must be carried out as soon as funds will permit. These pertain to the sanitary side of the Home. We greatly need more space. The present accommodation of 150 beds is entirely inadequate. The conduct of the men is most admirable as a whole, but we are obliged to consider a small minority who, because of excessive drinking while in the town, disturb the rest of their more sober shipmates. We badly need a specially constructed room where these "drunks" could be put for the night.

We are greatly indebted to all who have helped us in the work of the "Home." Her Royal Highness the Duchess of Albany is sending a curtain to the "Home"; it was worked by herself and the Princess Alice of Albany.

Among the other benefactions, \$7000 were received through the Hon. F. H. May, C.M.G., Colonial Secretary, and Vis. May, the proceeds of a concert; one hundred dollars from the local branch of the Navy League; two hundred dollars from the Trustees of the Whampoa Bethel Fund; £40 sterling from the Admiralty largely through the good offices of Rear-Admiral Robinson; and per Messrs Deacons and Hastings \$315.25 from the case Gomes v. Gomes.

FINANCIAL STATEMENT FOR 1903.
Receipts.
Takings at coffee bar... \$16,699.53
Beds... 4,709.13
Billiards, etc... 709.84
Donations... 1,775.40
Interest on current account... 17.37
\$23,411.27

Expenditure.
Balance from 1902... \$93.21
Provisions... 14,006.23
Wages... 2,076.04
Laundry... 999.02
Fuel and light... 1,282.30
Papers for reading room... 128.30
Rent... 402.00
Rates and taxes... 109.00
Insurance... 1,869.64
Repairs... 1,421.29
Furniture... 25.42
Telegram... 279.16
Part repayment of loan... 500.34
\$23,411.27

WILLIAM BRIDLE,
Wesleyan and Presbyterian Chaplain, R.N.,
Hon. Treasurer.

DIOCESAN SCHOOL AND ORPHANAGE.

PRIZE PRESENTATION

The bright young scholars of the Diocesan School and Orphanage sat at their desks this morning with a smile on their faces and a merry twinkle in their eyes in the expectation of receiving a reward for merit and the anticipation of the spending a lengthy holiday away from the worries of geography and arithmetic. It was the occasion of the annual distribution of prizes, and the function this year was performed by the Officer Administering the Government, H. E. Mr. F. H. May, C.M.G., who was accompanied by Mrs. May, the Lord Bishop of Victoria, Sir W. Meigh Goodman and Mr. R. A. B. Ponsonby. Among others present, in addition to the staff of teachers, were the Revs. C. H. Hickling, F. T. Johnson, J. W. Pearce, G. H. Bateson Wright, E. Barnett, Wright, W. J. Southam, W. Lund, J. B. Meit, J. Gottschalk, J. H. France, Hon. Dr. Atkinson, and Mr. George Percy (headmaster).

It was but fitting that the scholars should open the function, and this they proceeded to do by heartily singing a patriotic chorus, after which they received their awards from the hands of Mr. May, who then addressed to them a few earnest words. He expressed his great pleasure at being present at such a function, and alluding to the song they had just heard, said they could not dispair that the Colony would hold her place in the Empire and make even a bigger name for herself when their boys were brought up in the spirit of patriotism that had just been evidenced. Having remarked his pleasure at seeing that Mr. Percy had recovered from his serious accident and was again able to take his place in the direction of affairs (applause) H.E. referred to the very satisfactory report that had been read, and mentioned that, in the course of conversation with the Inspector of Schools, he learned from him that he was entirely satisfied with the work done in their institution (Applause). He had seen some of it himself and thoroughly agreed that very excellent work had been accomplished, and upon which he congratulated the masters. There was one principal criticism made by the Inspector, which he thought well to mention, as it was a subject that engaged the attention of the Government during the past year. It was a principle laid down by Sir Henry Blake and endorsed by the Secretary of State for the Colonies, that Chinese boys should not be taught English in the same class as non-Chinese boys until the Chinese boys had acquired sufficient knowledge of English to really understand the teaching given to the class in the English language (Applause). Teaching in the question of religious knowledge, he said he was very pleased to find that Mr. Wright had complimented both the teachers and pupils on the high standard of work attained under that heading. He reminded the boys, who were about to embark upon the battle of life, that they would find the most helpful of all things in the trials, temptations, the disappointments, and the sorrows with which the life of every man was more or less filled, was an earnest and steadfast religious belief (Applause). The clever and brilliant man might be a potent factor in society, but in the long run the most useful member of society, and the most useful man for his country, who, filled with honesty of purpose, the love of truth and a loyal devotion to duty, carried out the Divine teaching by working heart and soul, every day of his life at the task to which God had called him. If they carried out that teaching, he assured them they would do good in this world, no matter how humble the path they might be called upon to tread, and when at the end of life's day they cast down their burden they would have the satisfaction of attaining that happiness which was born of the consciousness of having done their duty to the best of their ability, not only to their temporal masters but to the supreme Master—the Master of the Universe (Applause).

The Bishop of Victoria thanked H.E. for his presence that day, and for the firm and most helpful words he had spoken to the boys of the great importance of the religious side of their education, regarding which, he observed that the was the only school in the Colony which was not a distinctly missionary school. No boy, he thought, could be said to have been properly grounded in English who had not been taught to read and to know his Bible and, speaking from a higher point of view, they believed that it taught them a message from God and pointed out the way in which, after this life, they passed into eternal life. He also desired to thank H.E. for the criticism he had made regarding the separation of classes. To accomplish that, however, would require a largely increased staff, more accommodation and further expenditure, but he was sure the authorities of the school would do all they could to meet the wishes of the Government in the matter, and all that was practical for the benefit of the boys of all nationalities and of all classes in the school. He was convinced that the Chinese boys attending the school, spoke English better than the boys of any other school in the Colony, and this was largely owing to the fact that they mixed with others both in the class rooms and at play. He proceeded to allude to the number of scholars who obtained good situations in the Colony and Coast ports, and thought that it showed the school was doing the work for which it was intended in training up the boys to be useful men in after life. (Applause). Having alluded to another beneficial side of life, the recreation of the scholars, his Lordship concluded by expressing thanks to Mr. Percy and his admirable staff for the great success of the institution.

The singing of the National Anthem and cheers for the King, His Excellency, the headmaster and the ladies brought the proceedings to a close.
The report and list of prizes is unavoidably held over until to-morrow.

THE CHRISTENING OF THE
S.S. "LIN TAN"

AT KOWLOON DOCK.

The steamer *Lin Tan* with which Messrs. Jardine, Matheson & Co. and Messrs. Butterfield & Swire, under the style of the West River Steamship Companies, will further compete for the rapidly increasing trade on the great waterway of South China, was dedicated yesterday afternoon in the presence of the H.E. the Officer Administering the Government, Mrs. May, naval and military commanders, and many of the leading ladies and gentlemen of the Colony. Even in its swaddling clothes it could be easily seen that the little twin-screw vessel is soon to become a formidable rival in the West River traffic. She is 175 feet between perpendiculars, by 32 feet by 9 feet, and is capable of carrying a dead weight of 260 tons on a draft of 6 feet 6 inches. It was thought advisable that the vessel should be limited in length to enable her to take the sharp bends of the river, and with a view to ensure a safe navigation of the treacherous waterway her depth and draft have been somewhat curtailed. Nevertheless, she has ample accommodation, having been provided with a few state-rooms on the upper deck with sleeping berths for first and second class passengers, besides ample room on the main deck for third class Chinese passengers. The machinery consists of ordinary compound engines supplied with steam by a very large single-ended boiler. These have already been completed and are now ready to be placed aboard, and having regard to the fact that the contract time of nine months allowed for completing the ship, has yet three months to run the Hongkong and Whampoa Dock Co. are to be complimented on the despatch exhibited at a time when they have been exceptionally hard pressed.

The dedication ceremony was fixed for 4.30 p.m., and half an hour before that time launches were ready at the Queen's Statue Wharf to convey the guests to the ship-building yard at Kowloon. Mrs. May was to perform the ceremony and invitations were accepted by H.E. Mr. F. H. May, C.M.G., Major General and Mrs. Villiers Hatton, Rear-Admiral C. G. and Mrs. Robinson, Lieut. Commander L. D. Minei (U.S. Monterey), Mr. R. A. B. Ponsonby, Mr. W. B. Dixon (manager of the Hongkong and Whampoa Dock Co.), Mr. D. R. Law, Capt. North (Naval Yard), Capt. F. D. and Mrs. Goddard, Mrs. W. P. Paine, Capt. A. W. Outerbridge, Dr. J. Noble, Mr. and Mrs. Ramsay, Mr. H. C. Wilcox, Mr. Butterworth, Mr. Nicholson, Mr. E. S. Wheeler, Hon. Gershom Stewart, Mr. A. Chapman, Mr. and Mrs. Tomkins, Mr. T. P. Cochrane, Mr. W. Wilson (Hongkong and Whampoa Dock Co.), Mr. B. Layton, and Mr. A. G. Wood.

By the time the launches arrived, the flag-bedecked ship had been made ready for launching, and the guests having mounted a temporary platform erected at the vessel's bows, Mr. D. R. Law approached Mrs. May and gracefully handed her, on behalf of the owners of the ship, a beautiful bouquet of flowers in a suitably inscribed silver holder, as a token of their gratification at her having been able, among her other numerous engagements, to find time to perform the ceremony. Meanwhile the blocks had been removed, and Mrs. May having cut the cord the *Lin Tan*, shortly afterwards, commenced to glide down the slipway, and, gaining speed as she neared the water, gracefully entered the harbour amid the cheers of the onlookers.

Mr. W. B. Dixon then said he had very great pleasure, on behalf of the Dock Company, in acknowledging the honour Mrs. May had shown them that day by launching the little vessel. They did not often have such a ceremony, but when they did they always liked to see ladies amongst the gathering. The vessel that Mrs. May had just pushed off for them was the first of a series that he hoped the Dock Company would have to build for his friend, Mr. Law, and to commemorate the occasion and in thanking Mrs. May for her kindness he desired to hand her a little souvenir from the Dock Company.

Having presented Mrs. May with a gold bracelet and pendant on which the occasion was chronicled, Mr. Dixon invited the company to adjourn to the Dock Reading Room to drink success to the new ship. This they proceeded to do after Mr. Law, on behalf of the owners, had joined in expressing the warmest thanks for Mrs. May's kindness in launching the *Lin Tan* so successfully and graciously. He then called for three cheers and a "tiger" for the ladies which was enthusiastically given.

In the reading room, when the guests had seated, under the presidency of Mr. W. B. Dixon, with H. E. Mr. F. H. May sitting on his right and Mrs. May on his left, Mr. Dixon said it had fallen to his lot to propose success to the good ship *Lin Tan*. They had seen the early efforts of the youngster, and although there was some little hesitation on the part of the child she had got away all right. He hoped to see them all aboard on some future occasion, and trusted that the ship would carry some of them over the West River which he understood was a very pleasant trip to take. The *Lin Tan* was not a very large ship, some 180 feet long, 32 feet beam, and nine feet deep, drawing about 6' 6" of water and carrying about 260 tons. Although she was not a big ship, she was as well off in the way of accommodation as an egg was full of meat. She would carry between 150 and 200 passengers of various nationalities. The European accommodation was rather restricted, there being not more than 12 berths with a few side sofas, so that some 15 to 20 Europeans could make an excursion on her Chinese first class berths would number about 30, and a lot of other Chinese could smoke their pipes comfortably below. She would also carry 270 tons of cargo. He was very pleased to have the pleasure on behalf of the Dock Company to thank Mr. Law for the order. There were still three months in which to complete the vessel; six months had gone, but as the engines were standing in the shop and the boiler ready, he had very little doubt they would be able to complete her by the time named. He begged to propose success to the vessel, coupling with the toast the name of his friend Mr. Law, who was an able business man, wishing to serve his firm to the best advantage. Mr. Law, in responding, said that he was sure the owners considered themselves very fortunate in having had their vessel launched and christened by so lucky a lady as Mrs. May. They had also to congratulate themselves on being in the hands of builders like the Hongkong and Whampoa Dock Co. Their name was a guarantee for the highest workmanship. It was a comparatively easy task for their surveyors to superintend the building of a vessel contracted for with the Hongkong Dock Co.; and they were generous builders as well, always willing, nay anxious, to adopt any suggestions and improvements, although not embodied in their contract, without extra charge. He could not therefore do better than recommend any of the ladies or gentlemen who might be contemplating building a steamer to entrust their orders to his friend Mr. Dixon. They saw with what high esteem his own firm held the Dock Company's work. Yesterday the keel and frames of the China Navigation Co.'s new Yangtze steamer which they hoped to see launched about mid-summer. He mentioned, as a matter of interest, that *Lin Tan* was the name of one of the districts on the West River in which a large quantity of their fancy floor matting was manufactured. He hoped that the day was not far distant when they might find it probable to build a sister-ship to be called after one of the other matting districts. He could assure them that they were always ready to give orders for vessels when the trade demanded an increase in their fleet. He thanked the company for drinking success to the *Lin Tan* and her owners, and would now ask them to join with him in drinking continued success and prosperity to their greatest local industrial institution, the Hongkong & Whampoa Dock Co., coupling with it the name of its genial and gifted manager Mr. Dixon.

In reply, Mr. Dixon thanked Mr. Law for the kind manner in which he had spoken, and expressed his regret at the enforced absence of the Chairman of the Company who was unable to be present. The reputation of the Dock Company did not rest on the importance of one man; there were many able men on its staff. The Company always prided itself on the quality of its work which was always high. The accommodation cabins in two lighters recently launched, for instance, could be compared to that on an Atlantic liner. They had, too, to keep down prices. Some prices were good, but for new work there was great competition. Their chief object regarding the *Lin Tan* was to make her a good ship.

H.E. Mr. F. H. May said that both Mrs. May and himself were most grateful for the kind words which had fallen from Mr. Law and Mr. Dixon regarding Mrs. May. It had been a great pleasure and a great honour to her to launch the latest product of one of their greatest local industries, and he hoped it would be profitable to Mr. Law and the great company he represented. Mrs. May was also very grateful to Mr. Dixon and the Dock Company for the very handsome souvenir which had been presented to her on that memorable occasion. The Chairman then submitted "The Ladies," coupling with the toast the name of the Hon. Gershom Stewart, who he informed the guests was shortly leaving the ranks of his bachelor friends.

Hon. Gershom Stewart responded with one of his characteristic speeches, after which the proceedings terminated.

THE U. S. S. "ZAFIRO" IN
SAFETY.

ARRIVAL IN CHERMULPO.

We are informed that Mrs. Whitton, wife of the Captain of the U. S. S. *Zafiro*, has received a cable informing her that this vessel, for the safety of which much anxiety was felt in the Colony yesterday, arrived safely in Chemulpo harbour this morning. It will be remembered that rumour had it that the *Zafiro* had been run to and sank by a French steamer. We are happy in congratulating the relations and friends of the officers of this steamer on the fortunate termination of this scare. Information has reached us which goes far to confirm the news received by Mrs. Whitton. The *Nagasaki Shimo* of the 22nd inst. reported that the *Zafiro* arrived that day in Nagasaki coming from Chemulpo, where she had landed marines for Seoul, and added that this vessel was returning to that port with a cargo of coal.

The *Jih Jih* on 14th inst. made reference to sundry and various concessions made to the Chinese by the Engineering and Mining Co.'s Agent, but apart from the fact that Major Nathan is inspired by the desire to promote the best possible relations between the Company and the Chinese, nothing has been done, and no definite proposals even formulated.

SHIPPING AND MAILS.

MAILS DUE.

English (*Chusan*) 31st inst.
American (*Siberia*) 1st prox.
German (*Sachsen*) 2nd prox.
Indian (*Sultana*) 3rd prox.
German (*Seydlitz*) 4th prox.
Tachina (*Tacoma*) 11th prox.
American (*Copple*) 12th prox.
Canadian (*Empress of Japan*) 15th prox.

The C. P. R. Co.'s s.s. *Empress of Japan* left Vancouver for Hongkong on 25th inst. p.m. via the usual Ports of Call.

The T. C. S. N. Co.'s s.s. *Sultana* from Calcutta and the Straits left Singapore for this port on 28th inst. at 6 a.m.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

TELEGRAMS.

(Reuter's.)

Russia and Japan.

LONDON, 27th January. Advice from Tokyo, 27th instant, state that the Government has intimated to the Russian Minister that an early response is desired to the last note. It seems likely that Japan will act decisively in a few days; though many have hitherto objected to Japan taking the initiative, the majority would now welcome an ultimatum or, if necessary, a declaration of war.

Reuter's agency at Peking wires that China has invited the support of the Powers to attempt to mediate between Russia and Japan. The Times correspondent at Peking confirms this. France is willing to use her good offices to endeavour to arrange a *modus vivendi* with the assistance of England and America. In reply to Prince Ching's communication, the British and American Ministers, acting in agreement, have explained the difficulties of mediating at the present juncture. Prince Ching admits that the suggestion to invite the mediation of the Powers emanated from the Russian Minister, the object of the move evidently being to impress the Chinese in favour of Russia.

LATER.

The Death of Mr. Whitaker Wright.

A post-mortem inquest on the late Mr. Whitaker Wright disclosed that death was caused by prussic acid.

Turkey and Bulgaria.

A Bulgarian band of 1,000 men has crossed the frontier near Palanka and, after exchanging shots with the Turkish outposts, retired.

The 4th Army Corps at Erzerum is hastily mobilizing.

(Japanese Exchanges.)

The Situation in Korea.

MARINES FOR SEOUL.

Chemulpo, 19th January. One British officer and fifteen marines left for Seoul by the third train to-day.

Securing Interpreters.

Fusan, 18th January.

The Japanese residents who are conversant with the Korean language have been sent for to the Japanese Legation and some instructions were given them. It is believed that they are to be employed as interpreters.

Movement of Warships.

Chemulpo, 18th January.

The Russian warship, *Korvetz*, from Port Arthur, arrived in port to-day. The German flag-ship, *Hansa*, will sail for Port Arthur to-morrow.

An Instructive Lesson.

Seoul, 17th January.

Mr. Hayashi Japanese Minister, invited the leading officials of the Korean Government to witness the target practice with the Japanese quick-firing guns recently laid in Korea. The Korean officials were surprised at the accuracy of the guns and Ye Yong-yik expressed his desire to buy a number of them. Mr. Shinjo, Consul officer at Pingyang, reports that the armed robbers in the district are reported to be ready to break out, and the condition of affairs is grave. A later despatch, from Heikoku, reports that the brigands who looted the place were twelve in number, not 200 as reported previously. The amount of money they carried away was Y20 (one Japanese yen) was insisted in resisting the robbers. The Japanese Minister to Seoul has, in view of this new information abandoned his idea of sending Japanese constables to the district.

Russian Note to Korea.

Seoul, 16th January.

The Russian Minister to Seoul addressed an official note to the Government on the 4th inst. with regard to a dispute between the Chinese and the Koreans on the Chinese frontier. The note was in very strong terms and there was nothing in it to indicate that Russia recognises the authority of China over Manchuria. The Korean Emperor is reported to be of opinion that France is not the nation on which he can most rely in case of any trouble. The landing of the French marines is considered very significant.

French Marines Landed.

Chemulpo, 16th January.

Two officers and thirty-nine marines have landed from the French cruiser *Ducal*, and proceeded to Seoul at noon to-day. The German cruiser *Seeadler*, from Shanghai, arrived to-day.

(Der Ostasiatische Lloyd.)

Russia and Japan.

Berlin, 27th January.

According to S. Petersburg reports the Russian copy of the Japanese Note will be delivered in a few days. The proposal for holding a conference or to intervene in some way does not find any sympathy here.

(M. C. Daily News.)

Waiting for the Reply.

Tokyo, 22nd January.

Russia's reply has not yet been received.

Japan's Relations with Korea.

Tokyo, 22nd January.

An apparently inspired article in the leading Tokyo journal the *Kokumin*, to-day says that Japan fought China in 1895 for the independence of Korea.

Japan attributes sinister purposes to Russia in Korea, in making her recent proposal for the partition of the peninsula.

The reason why Japan now wishes to place Korea under her protection is to lay a safe country for Russia's aggression and preserve the general peace of the Far East.

Korea may safely rely on Japan, exclusively and sincerely.

Peace not yet Certain.

Tokyo, 22nd January.

Divided counsels prevail at St. Petersburg, despite the absence of two of the chauvinist leaders, and optimism is unwarranted.

Japan Financing the Hupeh Iron Mine.

Tokyo, 22nd January.

An agreement for a loan of three million yen for the Hupeh mine in Hupeh was signed at Shanghai on the 15th instant, between Mr. Odagiri, the Japanese Consul-General, representing the Government Iron Foundry, H. E. Sheng-Kung-pao, and the representative of the Japan Credit Mobilier.

The loan is for thirty years at six per cent per annum.

Again waiting for an Answer.

Tokyo, 24th January.

Count Katsumi, the Premier, had a long audience with the Emperor this morning. The Japanese Minister at St. Petersburg was instructed yesterday to request Russia to reply promptly to the last Japanese note.

It is apprehended here that Russia, while hoodwinking the other Powers is not prepared to make any material concessions.

Japan's Object.

Tokyo, 23rd January.

It has been semi-officially circulated that circumstances have compelled Japan to take independent action with a view to the preservation of the general peace of the Far East.

New Restrictions on Navigation.

Tokyo, 23rd January.

An emergency Imperial Ordinance, amending the Coast Defence Law, published to-day in the *Official Gazette*, prohibits navigation by private vessels, or fishing, or other marine operations, detrimental to Japan's naval arrangements, within specified limits.

To Arrange for the Money Required.

Tokyo, 23rd January.

Another conference is likely to be held, to discuss the financial programme to be followed, in dealing with the present contingency.

VICTORIA RECREATION CLUB.

Members are reminded that the Scratch Race to be held on Saturday, the 30th inst., will commence at 2.30 p.m. sharp.

Crews are requested to be ready at 2.15 p.m.

THE SUGAR INDUSTRY.

In reference to the telegram from our special correspondent at Yokohama, published in our edition of last evening, in respect of the decision arrived at by the Japanese Government for raising a War Tax, a correspondent to whose opinion we attach much weight, writes to us to-day as follows:—

"A war tax of fifty millions on sugar in Japan, it may be observed, would greatly stimulate the sugar industries of this Colony, since large shipments of sugar would be made to Japan before the tax becomes leviable. Indeed it is difficult to foresee the consequences of such legislation in Japan, with regard to the effect the tax would have in raising the price of sugar, both in Japan and in this Colony, more especially as the *de facto* of beet-sugar competition has been removed to a great extent by the recent Brussels Sugar Convention.

"The industry in this Colony now appears to have every element of success in its favour, and prosperity was once more attained an industry which has been hitherto labouring under all the disadvantages which the iniquitous system of bounties penalized it in favour of its competitors. The enormous importation of beet-sugar into the Colony is now happily, be considered as a thing of the past."

"FREAR'S FRIVOLITIES."

We take the following from the London *Era*. A chat with Frear who is to give his frivolties at the Theatre Royal to-morrow night and Monday.

A curious and interesting example of the tendency of the histrionic genius to run in families is afforded by the Frears. There are five of them, boys and girls, and, with a single exception, all have adopted the profession of popular entertainment. Best known in London is Miss Louie Frear. But the gentleman whose name appears at the head of this article—the senior member of the family—has had a career which in respect to variety and adventure, few of his age could match. He has appeared in almost every corner of the English-speaking globe—ever, to be sure, before Talma's "pit full of kings," and yet before an amazing number of royal persons. Mr. Frear's home, a stone's throw from Russell square, is made up of memorials of his travels. Australia, India, China, Ceylon, Japan, etc., have each paid their tribute of adoration, and to Mr. Frear all his treasures are suggestive of incidents and anecdote. He is bent on resuming his travels.

It was when he depended upon his personal ability as a performer that Mr. Frear really began to do well. He appeared in a long series of comic operas, comedies and dramas, playing for instance, Golo in "Les Cleches des Conville," Don Jose in Manteaux Moirs; Prince Fritellini in "La Mascotte"; and Tony and Joe Shotwell (a truly remarkable double) in "My Sweetheart." Then he fixed up an entertainment which he entitled Frear's Frivolities, and which he has in the meantime played everywhere with remarkable success. For two years Frear's Frivolities wandered about South Africa, playing in most of the important towns twice, and Port Elizabeth three times. Mr. Frear introduced to his entertainment no fewer than fourteen characters, each involving a complete change of costume and seven varieties of dancing at which he is an adept. Mr. Frear's time the travelling across Africa was truly primitive and wearisome. "I have had journeys of two, three and four nights in a bullock wagon, once four days and nights in a mule wagon, from Kimberley to Johannesburg. Once had to buy a mattress for a seat and couch during the journey in those days. Most were covered beneath the wagon, the food consisted chiefly of tinned meats. Mutton or goat's flesh formed the only fresh meat available. I think, after South Africa, one never wishes to encounter another mutton chop. Theatrical companies now travel through South Africa in comparative comfort, for the development of the railways in the meantime has been remarkable, as I need not tell you. I should explain, too, in reference to the rough travelling I speak of, that it often pays a one-show man to exploit regions that could not, in any circumstances, be profitable to a company. In the Transvaal Free State, on a memorable occasion, we had to wait a week beside the Bashee river. The punt had been washed away, and a wire rope was rigged up, across which we travelled in a box—some 60 feet above the water. The Lutchman who owned only the hut in that region did very well, selling out his entire stock of bad whisky. When luggage cost you a shilling a pound for transmission by post cart, you do not carry more than you need. All my impediments were crammed into a sack covered for the sake of appearance, with green baize. On a memorable occasion I saw it submerged in a river. When it was rescued the contents were in a truly deplorable state, and the show had to be postponed for a week.

"From South Africa I proceeded to India, where I stayed 19 months, traversing the whole country twice, as far as Quetta. Amateur acting is so popular in India and is carried on with such ability, enthusiasm, and resource, that a travelling company cannot compete, for my own part paid special attention to following up the English speaking maharajas all of whom have their own private theatres.

CRICKET.

A League match will come off to-morrow between the R.E. and the Parsee Cricket Club on the Club's ground.

The undermentioned will play, for the P. C. C.—R. B. Cooper, (Captain), J. A. Chino, J. M. Master, I. N. Mehra, D. R. Captain, J. D. Naria, N. B. Njee, H. C. Golia, M. D. Vania, C. R. Moharwalla, R. A. Dastor (Umpire).

A VISIT TO THE RAUB GOLD MINES.

First a remarkably quick passage in S.S. *Saphro* leaving Singapore at 5 p.m., passing Port Swettenham at noon on the following day in time to catch the midday train to Kuala Lumpur, staying one night there, and proceeding on to Kuala Kubu next day. At Kuala Kubu dined at the excellent Rest House, and caught motor car leaving there at 1 p.m. At a good speed ascended the mountain upon an incline of over two thousand feet, hills on one side, deep gorges on the other. Arrived at Raub Rest House at 4.30 p.m. and slept the night there. Early next morning being lent elephants by a friend started off for Raub gold mines.

We met there with the utmost hospitality, and could not have received greater courtesy or kindness in every way. Were immensely interested in the new improvements now being effected with regard to the convenience of the mine, and examined the present machinery and the mode of operation with intense satisfaction. Saw hundreds of Chinese working at solid mining and the material thus extracted, being thrown into enormous crushing machines, crushed to the size of dust the stone was stamped by large iron feet called gold stamps. From these stamps, it fell into receivers, and being converted into fine powder, was mixed with quicksilver, which absorbs any grain of gold. These are again washed through a screen of 120 holes to a square inch.

Many other processes are, of course, gone through before the solid bars of gold which reside in an iron safe are obtainable in their present size and form.

The assaying room was a point of interest and in it is to be seen one of the daintiest modern weighing machines. Dainty, inasmuch as residing under a glass case, and so excluded from dust, it can weigh a human hair with exactitude. Trying the experiment for curiosity, a short human hair weighed just the four thousand part of a grain. Again, seeing 500 grains of gold melted with carbonate of soda and borax (useful household goods) and oxide of lead and formed into a kind of lead pellets in the bottom of a crucible intermixed with silver and gold, and the final smelting in another furnace, and then finished with nitric acid, were full of genuine interest even to the casual visitor, whose ignorance might be unlimited.

The absence of coal gases and noisome smoke, combined with steam, was a pleasant surprise. Everything is worked by electricity, brought down from a tremendous waterfall about thirty miles distant. The motor power is perfect even exceeding what is at present needed, but ready for use in the near future when further preparations are completed. The size of the neat little motor which worked the machines in the building itself was a cause of no small astonishment. As for the smithy it is no longer that delightful place loved by children in the home countries, and the theme of Longfellow's poem, but the regular unceasing throb of electricity. Enormous leather hammers are placed ready for use, should a break down occur, but has never yet been required. Being moved by electricity, precisely as a gong works into soft wood, worked temptingly easy. Very innocent visitors have been known to nick up some of the brassing in the heaven below with a covetous idea of gold. The shaft was that of an ordinary gold mine, but it was worth learning that on an average from 2,800 to 3,000 tons of material are crushed at the works every month.

From Manager downwards the work goes on unceasingly from Sunday morning to Saturday night, without one break, even Christmas and New Year being no exception. Work such as this is, conscientiously and truly done, should lead to good results. Certainly the whole place is well worth a visit, and once that visit is made it is likely to be repeated.—*Strait Times*.

COMMERCIAL.

Quotations for the week closed as follows:—
Banks \$15.62.
Unions \$4.00.
Hongkong Fires \$100 b.
China Fires \$ 02 b.
H. C. and M. Steamboats \$ 31.
Indo China \$ 7 1/2 s.
China Manilas \$ 19 5s.
Douglas \$ 31.
Star Ferries \$ 30 s.
do, new \$ 19 s.
Shell Transports 20/- b.
China Suez \$106 s.
Docks \$29 s.
Kowloon Wharfs \$ 95 s. and b.
Farinams Tls. 125 b.
Hongkong Lan's \$150 ex div. s.
West Points \$ 56 ex div. s.
Green Islands \$ 35 b.
A. S. Watsons \$ 145 s.
China Providents \$ 9 s.
Watkins \$ 74 b.

TO-DAY'S INTELLIGENCE.

Advices from Shanghai dated 25th inst., report business done—S. angai and Hongkew—half at Tls. 202 for March. Indo China at Tls. 51 for January and Tls. 52 1/2 for March. Farinams, Boyds at Tls. 123 for January and Tls. 125 for March. Ma (Schappijs) at Tls. 295/274 for January and Tls. 315/312 for April. Hall and Holz at \$32. Telephones at Tls. 66.

TO-DAY'S EXCHANGE.

Selling.
London—Bank T.T. 9 1/2
do, demand 9 11/16
do, 4 months' sight 19 15/16
France—Bank T.T. 236 1/2
America—Bank T.T. 43 1/2
Germany—Bank T.T. 124 1/2
India T.T. 133 1/2
do, demand 133 1/2
Shanghai—Bank T.T. 71 1/2
Japan—Bank T.T. 192
Singapore—Bank T.T. Nominal
Java—Bank T.T. 168 1/2
Buying.
4 months' sight L/C 1/10 1/16
6 months' sight L/C 1/10 3/16
30 days' sight San Francisco & New York 44 1/2
4 months' sight do 45 1/2
30 days' sight Sydney and Melbourne 1/10 5/16
4 months' sight France 230 1/2
6 months' sight do 232 1/2
4 months' sight Germany 128 1/2
Bar Silver 25 9/16
Bank of England rate 4 1/2

OPIUM QUOTATIONS.

To-day's quotations are as follows:—
Malwa New @ 900/920
" Last Year @ 950/990
" Oldest @ 1,002/1,060
Patna New @ 1,295
" Last Year @ 1,285
Periana Paper @ 880/950

To-day's Advertisements.



THEATRE ROYAL CITY HALL.

TO-MORROW (SATURDAY) AND MONDAY.

Under the Patronage of H.E. the Officer Administering the Government and the Elite of Hongkong.

FREAR'S NEW WORLD-FAMOUS PROTEAN VAUDEVILLE ENTERTAINMENT FRIVOLITIES.

Which made such an enormous success in Hongkong to years ago.

Now in its eleventh year and third tour round the world. Has performed before a greater number of Kings, Princes, Rajas, Pashas, and Governors than any other entertainment in existence. Proof of this, together with the Sultan's medal and credentials, may be seen at Robinson Piano Co., where seats can be booked. Roars of laughter guaranteed for two and one-half hours. Sublime and wholesome. "Fun without vulgarity."

Popular prices, \$3, \$2, and \$1. Soldiers and Sailors in uniform half price. Doors open at 8.30. Overture at 9.

MR. FREAR
Has had the honour of presenting his Frivolities before H.M. King Edward and Queen Alexandra, H.M. the Sultan of Turkey, the late Duke and Duchess of Teck, Grand Duke Michael, Duke of Grafton, H.E. Lord Roberts, H.M. the King of Siam, Prince Damrong, H.H. the Maharajah of Scindia, H.H. the Maharajah of Patiala, H.H. the Nawab of Rampore, H.H. the Maharajah of Mysore, H.H. the Sultan of Vizianagaram, H.H. the Gaekwar of Baroda (twice in the Luxmi Villas Palace, Baroda), India, the Begum of Bhopal, the Sultan of Johore, etc., etc.

Mr. Frear gives a guarantee to keep his audience in a roar of laughter for two and a half hours. "Frear's Frivolities," as performed in South Africa, India, Straits Settlements, Burmah, Ceylon, Siam, China, Japan, Java, Canada, Malta, Australia, New Zealand, Queensland, Tasmania, Egypt, Turk y, Morocco, West India, Demerara, United States, etc., and is now on his way to Klondike, South America, Philippines, New Caledonia, Borneo, Sarawak, China, Japan, Malacca, Persia, etc., etc., and is commissioned by Chatto and Windus, of London, to write a book on his travels and experiences.

See Frear's Credentials and Sultan's medal at Robinson Piano Co. Crowded Houses everywhere.

M. M. REHEMANJEE'S CELEBRATED BIO-COPE will be shown for 15 minutes after FREAR'S FRIVOLITIES. Full Band in attendance.

Hongkong, 28th January, 1904. [180]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FUCHOW.

THE Company's Steamship

"HAICHING."

Captain Hodgins, will be despatched for the above ports, on SUNDAY, the 31st instant, at Daylight.

For Freight or Passage, apply to DOUGLAS, LAURIE & CO., General Managers. Hongkong, 29th January, 1904. [187]

TO LET.

GOOD FOR EUROPEAN OFFICES.

NOS. 38, 40, QUEEN'S ROAD CENTRAL, 1st, 2nd, 3rd and 4th Floors,

above Messrs. Levy Heron's.

Possession at the end of March, 1904. A lift is to be constructed there.

Apply to—

KIN ON,

Agent, No. 30, D'Almeida Street.

Hongkong, 29th January, 1904. [193]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

PONDICHERY, CALCUTTA,

BOMBAY, ADEN, DJIBOUTI, EGYPTE,

MADEIRA, MEDITERRANEE, AND

BLACK SEA PORTS, LONDON,

HAVRE, BORDEAUX,

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 9th February, 1904, at 11 p.m. the Company's Steamship

"ERNEST SIMONS," Captain Charbonnel,

with Mail, Passengers, Specie and Cargo will leave this port for MARSEILLES, via Ports of Call, WITHOUT TRANSSHIPMENT.

This Steamer connects at COLOMBO with the Australian Line S.S. *Dunbeath* bound for MARSEILLES and BOMBAY and ADEN.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on MONDAY, the 8th February. Specie and Parcels received until 4 p.m. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 29th January, 1904. [19]

To-day's Advertisements.

HONGKONG HOTEL.

DINNER.

TO-MORROW (SATURDAY), 30th January.

MENU.

HORS D'OEUVRES.

Caviare and Olive Croutons.

SOUP.

Potage a la Reine.

FISH.

Baked Garoupa a la Normande.

ENTREES.

Chicken a la Parisienne.

Fillet of Beef a la Bearnaise.

Macaroni Croquettes and Tomato Sauce.

CURRY.

Kabob.

JOINTS.

Roast Sirloin of Beef and Horseradish.

Roast Mutton and Bread Sauce.

Boiled Leg of Mutton and Turnips.

SALAD.

Cauliflower.

SWEET.

Baked Chestnut Custard Pudding.

Vanilla Ice Cream and Finger Cakes.

Apricot Tart. Topsy Cake.

DESSERT. FRUIT. COFFEE. [188]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that GUN PRACTICE will be carried out on FRIDAY, the 5th February, commencing at 10 A.M. and finishing at 3 P.M., if the range is clear, from the East of Customs Pass (Gun Position by the old Customs Station) in the direction of Razor Hill in an East-North-East direction.

By Command, A. M. THOMSON, Acting Colonial Secretary.

Colonial Secretary's Office, Hongkong, 29th January, 1904. [191]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that GUN PRACTICE will be carried out on SATURDAY, the 6th February, commencing at 10 A.M. and finishing at 2 P.M., if the range is clear, from the East of Customs Pass in the direction of Kowloon Peak (Nautau Kok) in a Westerly and North-Westerly direction.

By Command, A. M. THOMSON, Acting Colonial Secretary.

Colonial Secretary's Office, Hongkong, 29th January, 1904. [192]

THEATRE ROYAL.

GRAND CONCERT.

AT CITY HALL, ON TUESDAY, 2ND FEBRUARY, 1904.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL.....	"GLAUCUS".....	On 3rd February.
GLASGOW and LIVERPOOL.....	"PAKLING".....	On 12th February.
GLASGOW and LIVERPOOL.....	"IDOMENEUS".....	On 20th February.
GLASGOW and LIVERPOOL.....	"AGAMEMNON".....	On 22nd February.
GLASGOW and LIVERPOOL.....	"MENELAUS".....	On 27th February.
GLASGOW and LIVERPOOL.....	"RHIPPEUS".....	On 4th March.
GLASGOW and LIVERPOOL.....	"MACHAON".....	On 5th March.
GLASGOW and LIVERPOOL.....	"TELEMACHUS".....	On 12th March.

S.S. "GLAUCUS" left Singapore 28th inst. and is due here 3rd February.
S.S. "MOYUNE" has arrived and leaves for Shanghai to-morrow.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM & LONDON.....	"DIOMED".....	On 2nd February.
LONDON & ANTWERP.....	"NESTOR".....	On 5th February.
LONDON & ANTWERP.....	"KINTUCK".....	On 16th February.
*GENOA, MARSEILLES & L'POOL	"KEEMUN".....	On 22nd February.
LONDON & ANTWERP.....	"MOYUNE".....	On 1st March.
LONDON & ANTWERP.....	"GLAUCUS".....	On 15th March.
*GENOA, MARSEILLES & L'POOL	"AJAX".....	On 20th March.
LONDON & ANTWERP.....	"PAKLING".....	On 29th March.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"AGAMEMNON".....	On 24th February.

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 29th January, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
LOILOLO.....	"IOHANG".....	1st February.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE.....	"ANHUI".....	1st "
MANILA.....	"CHIHLI".....	3rd "
YOKOHAMA and KOBE.....	"CHANGSHA".....	9th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 29th January, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewards carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO.....	2540	R. Rodger.....	MANILA (DIRECT).....	SATURDAY, 30th Jan., at 3 P.M.
RUBI.....	2540	R. W. Almond.....	MANILA (DIRECT).....	SATURDAY, 6th Feb., at 10 A.M.
PERLA.....	1980	A. H. Notley.....	—	—

For Freight or Passage, apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 29th January, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,FOR
PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"INDRAVELLI".....	4,899	R. P. Craven.....	Jan. 30, 1904.
"INDRAPURA".....	4,899	A. E. Hollingsworth.....	Feb. 13, "
"INDRASAMHA".....	5,197	W. E. Craven.....	Mar. 15, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

TOYO KISEN KAISHA

MANILA LINE.

REGULAR SERVICE

BETWEEN HONGKONG AND
MANILA IN 48 HOURS.Owing to the "ROSETTA MARU" and "ROHILLA MARU" being taken
up by the Government as Transports, our Manila Business is at present
temporarily suspended, but we hope to resume Regular Service with suit-
able vessels at an early date.For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House
Street.

K. MATSUDA, Acting Manager.

Hongkong, 29th January, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.
88 1/8 per cent.ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.BUTTERFIELD & SWIRE,
Agents.

Hongkong, 2nd January, 1904. [104]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain SAMUEL BELL SMITH.DEPARTURES from Hongkong, on Week
Days, at 7.30 A.M.; on Excursion Sundays,
at 8.30 A.M.; from Macao, Week Days at about
2 P.M. and Sundays about 7.30 P.M.FARE:—(Week Days) 1st Class (including
cabin and servant), \$3; Return Ticket, \$5.
2nd Class, \$1; 3rd Class, 50 cents.
On Excursion Sundays, 1st, 2nd, and 3rd Class
Single Ticket, \$2; Return Ticket, \$3. Return
Ticket including Tiffin and Dinner either on
Board or at Macao Hotel, \$5. On Sundays,
\$5 extra will be charged for each cabin with
accommodations for two or more passengers.WHARF—At the Western end of Wing Lok
Street.The Steamer runs an Excursion Trip EVERY
SUNDAY. It takes only 3 1/2 hours to reach
Macao.MING ON & CO.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 5th January, 1904. [16]

STEAM TO CANTON.

THE Splendid New Steel Twin Screw
Steamer

"KWONG CHOW,"

1,474 Tons, Captain Walker, leaves HONG-
KONG for CANTON at 8.30 P.M. on SUNDAYS,
TUESDAYS and THURSDAYS, returning
to Hongkong the following days leaving
CANTON at 5 P.M. Unexcelled Accommodation
for First Class Passengers. Ship lighted
throughout by Electricity.

Passage Fare, \$4 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hong-
kong Harbour Master's Office.SHIU ON S.S. CO., LTD.,
No. 8, Queen's Road West.
Hongkong, 30th May, 1903. [17]CHINA COMMERCIAL STEAMSHIP
COMPANY, LIMITED.

司公限有船輪華中

FOR MOJI, SALINA CRUZ MEXICO
AND PORTLAND OREGON.

THE Steamship

"LOTHIAN,"

Captain J. C. Williamson, will be despatched for
the above Ports, TO-MORROW, the 30th
instant, at Daylight.For Freight, apply at the Company's Office,
No. 20, Des Voeux Road.J. S. VAN BUREN,
Superintendent.
Hongkong, 29th January, 1904. [17]DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAIMUN,"

Captain Passmore, will be despatched for the
above Ports, TO-MORROW, the 30th instant,
at Noon.For Freight or Passage apply to
DOUGLAS, LA PRAIX & Co.,
General Managers.
Hongkong, 29th January, 1904. [182]INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain G. S. Weigall, will be despatched as
above, on TUESDAY, the 2nd February,
at 4 P.M.This Steamer has Superior Accommodation
for First Class Passengers, and is fitted through-
out with Electric Light.For Freight or Passage apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 28th January, 1904. [183]

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON.

THE Steamship

"GLENLOCHY,"

Captain Stallard, will be despatched as above
on TUESDAY, the 2nd February, 1904.For Freight, apply to
MCKEGOR BROS. & GOW,
Agents.
Hongkong, 18th January, 1904. [141]

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL
(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG

1904.

About

"SIKH"..... 5th Feb.

"SAGAMI"..... 6th Feb.

"MACDUFF"..... 1st Mar.

For Freight and further information, apply
toDODWELL & Co., LIMITED,
Agents.
Hongkong, 28th January, 1904. [1392]

Entertainment.

THE CHINA & JAPAN TELEPHONE
AND ELECTRIC COMPANY,
LIMITED.HONGKONG EXCHANGE,
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$100 Per Annum.
PRIVATE LINES, By Arrangement.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of
more than average length.ELECTRIC SUPPLIES OF EVERY DES-
CRIPTION IN STOCK.
INCLUDING:—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS.

SWITCHES

TELEPHONES,

WIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,
Erected and kept in order.Estimates given for all kinds of Electrical
work.Trained Mechanics sent to Out-Ports to fit
up Installations if required.

NOTE ADDRESS:—2, ICE HOUSE ROAD.

For full Particulars, &c., &c., Apply to

W. STUART HARRISON,

A.M. INST. C.E.,

Manager.

Hongkong, 2nd April, 1903. [61]

HONGKONG AVERAGE MARKET
PRICES.

Corrected 29th January, 100 cts. per \$ Mex.

BUTCHER MEAT.

	Cents.
Beef stein & prime cut—Mei Lung Pa	17
" Corned—Ham Ngau Yuk	17
" Roast—Shiu	17
" Breast—Ngau Lam	17
" Soup, Tong Yuk	17
" Steak—Ngau Yuk Pa	17
" Serjion—Ngau Lau	26
" Sausages—Ngau Yuk Chung	16
" Bullock's Brains—Know, per set	8
" Tongue fresh—Ngau Li	45
" Corned—Ham Ngau Li	55
" Head—Ngau Tau	5
" Heart—Ngau Sun	9
" Hump, Salt—Ngau Kin	13
" Feet—Ngau Kerk	8
" Kidneys—Ngau Yiu	8
" Tail—Ngau Mei	16
" Liver—Ngau Con	9
" Tripe (undressed)—Ngau To	5
" Calves' Head and Feet—Ngau-chai- tau-keek	75
" Mutton Chop—Yeung Pai Kw	24
" Leg—Yeung Fai	24
" Shoulder—Yeung Shau	7
" Pigs' Chilling—Chi cheong	7
" Brains—Chi Know, per set	12
" Feet—Chi Kerk	12
" Fry—Chi Chak	12
" Head—Chi Tau	13
" Heart—Chi Sun	9
" Kidneys—Chi Yiu	9
" Liver—Chi Kon	24
" Pork Chop—Chi Pai Kwat	18
" Corned—Ham Chu Yuk	22
" Leg—Chu Pei	18
" Fat or Lard—Chu Yau	18
" Sheep's Head and Feet—Yeung Tau	55
" Keok	6
" Heart—Yeung Sun	9
" Kidneys—Yeung Yiu	9
" Liver—Yeung Con	20
" Sucking Pigs, To Order—Chu Chai	16
" Suet, Beef—Sang Ngau Yau	17
" Mutton—Sang Yeung Yau	20
" Veal—Ngau Chai Yuk	18
" Sausages—Ngau Chai Yuk Tong	15

POULTRY.

Chicken—Kai Chai	25
Capons, Large, Small—Sin Kai	30
Ducks—Ap	22
Doves—Pan Kau	15
Eggs, Hen—Kai Tan	30
Fowls, Canton—Kai	30
Hainan—Hoi Nam Kai	25
Geese—Ngai	22
Geese, Wild Shanghai—Sheung Hoi Ye	22
Goose—Ngai	22
Musk Deer—Wong Keng	350
Hare—Tu Chai	60
Partridge—Chu Khoo	35
Pheasant—Shan Kai	140
Pigeons, Canton—Pak Kap	30
Holow—Hoihow Pak Kap	26
Quail—Um Chun	16
Rice Birds—Wo Fa Cheuk	20

Snake—Sa Chai	each	22
Turkeys, Cock—Fo Kai Kung	each	60
Hen—Na	each	45
Wild Ducks, Shanghai, Su Ap	pair	\$1.25
Teal, Shanghai, Su Ap Chai	each	45
Wild Ducks, Canton—Sang, Shing, Su	each	45
Apes	per pair	80

FISH.

Barbel—Ka Yu	13
Bream—Bin Yu	16
Canton Fresh Water Fish—Hoi Sin Yu	13
Carp—Li Yu	16
Codfish—Chik Yu	16
Codfish—Mun Yu	14
Crabs—Hoi	12
Cuttle Fish—Muk Yu	16
Dab—Sa Mang Yu	14
Dace—Wong Mei Lun	11
Dog Fish—Tui Yu	8
Eels, Concor—Hoi Man Yu	15
Fresh Water—Tam Sui Yu	14
Yellow—Wong Sin	24
Frogs—Tien Kai	28
Garoupa—Sek Pan	10
Gudgeon—Pak Kung Yu	12
Herrings—Tao Pak	12
Halibut—Cheung Kwan Yu	18
Labrus—Wong Fa Yu	15
Loach—Wu Yu	10
Lobsters—Lung Ha	20
Mackerel—Chi Yu	10
Monk Fish—Mon Yu	24
Mullet—Chai Yu	22
Oysters—Sang Hoo	16
Parrotfish—Kai Kung Yu	16
Perch—Tau Loo	15
Pike—Fa Pau Poong	10
Plaice—Pan Yu	16
Pomfret, Black—Hak Chong	20
Pomfret, White—Pak Chong	28
Prawns—Ming Ha	40
Ray—Pei Pa Sa	8
Rock Fish—Sek Kau Kung	18
Roach—Chun Yu	11
Salmon, (Chon), fresh water—Ma Yau	28
Shark—Sa Yu	10
Skate—Po Yu	10
Shrimps—Ha	24
Suaper—Lap Yu	20
Soles—Tat Sa Yu	18
Tench—Wan Yu	14
Turbot—Cho Hoi Yu	18
Turtles, small, fresh water—Keok Yu	60
White Bait—Ngan Yu Chai	—

FRUITS.

Almond—Hung Yan	20
Apples, (California)—Kam San Ping	15
" (Chesoo)—Tin Chun Ping	15
" Small—Hoi Tong	15
" Custard—Fan Lai Chi	—
Bananas, fragrant, Canton—Sang Sheng	3
Heung Chiu	8
" (brides), Macao—San Heung Chiu	—
Carambola—Yeh Tou	9
Cocoanuts—Yeh Tsz	8
Grapes—Sin Tai Tsz	6
Lemons, China—Ning Moong	—
" Amer.—Kum San Ning Moong	15
Lichees, Dried—Lai Chi Con	—
" Fresh, Lai Chi Con	6
Limes, (Sai Gon)—Sai Kung Ning	—
Moong	—
Mango, Manila—Lai Sang Moong	—
Mango, Saigon—Sai Kung Moong	—
Mangosteens, San Chuk Tsz	—
Oranges, (Canton)—Sang Sheng Tim	5
Chang	—
" Small—Tai Kut	10
" Mandarin—Tim Kut	7
Olive—Pak Lam	—
Pears, (American)—Kam San Shut Li	8
" (Canton), Cooking—Sa Li	15
" (Shanghai)—Shung Hoi Li	10
Peanuts—Fa Sang	6
Perseimons Large, (Hung Chie)	—
Pine-apples, 1st quality—Sheung Poon	—
Ti Paw-law	—
2nd cooking—Chung ang	—
Paw-law	—
Platans—Tai Chen	—
Plums, Swatow—Hung Lai	—
Pumelo, Siam—Chim Lo Yau	—
Walnuts, Hop Tou	—
Green—Sang Hop Tuo	—

VEGETABLES, &c.

Artichokes, Shanghai—Sheung Hoi Ab	4
Chi Chaiuk	—
Beans, (French) Macao—Oh Moon Pin	8
Tau	—
Beans, (French), Shanghai—Sheung Hoi	—
Pin Tau	—
Beans, Sprout—Ah Chioi	2
Beans Long—Tau Kok	14
Beet Root—Hung Choi Tau	2
Brinjals, Green—Cheng Yuen Ker	3
Brinjals, Red—Hung Ker	—
Brusica—Pak Choi	—
Bamboo Shoots—Chook Shun	—
Cabbage, Chinese, com.—Kai Choy	—
Cabbage Root—Kai Lan Tau	—
Cabbage, (Shanghai)—Yeh Choi	—
Cane Shoots, bunch—Kau Shun	—
Cauliflower, Large size—Tai Yeh Choi	—
Fa	—
Cauliflower, Medium size—Cheung Yeh	—
Choi-fa	—
Cauliflower, Small size—Sai Yeh Choi-fa	—
Carrots—Kam Shun	—
Celery, Chinese—Tung Kan Choy	—
Celery, English—Cheung Kan Choi	—
Celery, Swiss—Pak Chai Kan Choi	—
Chilles Dried—Com Lat Chin	—
Rad—Hung Fa	—
Green—Cheng Lat Chiu	—
Curry Stuff, English—Ka Lee Choi Liu	—
Cucumbers—Cheung Kwa	—
Ritter Squash—Fu Kwa	—
Garlic—Suen Tau	—
Ginger, young—Sun Taz Keung	—
old—Lo Keung	—
Horse Radish, Shanghai—Lik Kan	—
Indian Corn—Suk Mai	—
piece	—
Lettuce—Yung Sang Choi	—
Water Cheseats—Ma Tai	—
Mandarin—Kwei Lum Ma Tai	—

Powell's
GREAT REMOVAL SALE.

Monday, 29th February.

FOR ONE WEEK ONLY.

REDUCTIONS IN ALL DEPARTMENTS
AT 34, QUEEN'S ROAD.

GENUINE BARGAINS.

TERMS :----Cash at time of purchase.

FURTHER PARTICULARS WILL APPEAR LATER.